Tu-160 - registry, chronology, sources

DATA FOR 2025 (standard update)
Tu-160 BLACKJACK - registry, chronology, sources:
★★★★

Tu-160M "Valentina Tereshkova" No. 901, Ramenskoye, October 2023 (photo by Vyacheslav Grushnikov, https://russianplanes.net/)

Status : USSR and Russia:

The Tu-160 registry is unofficial, according to media and other public sources (c) 2009-2024, http://militaryrussia.ru , a link is required when using:

Author: DIMMI Created: 25.09.2009 22:26:07 Comments: 3 READ THE FULL ARTICLE

Photos of Tu-160 BLACKJACK

DATA FOR 2025 (standard update)
Tu-160 BLACKJACK - status, sources:
★★★★

701	702 Tu-160 "Vasily Reshetnikov"	703	704 Tu-160 "Ivan Yarygin"	705
801	802 Tu-160 "Alexander Molodchiy"	803	804 prototype Tu-160M2 "Pyotr Deinekin"	805 Tu-160M2

Serial number 702 - Tu-160 "Vasily Reshetnikov"

Catalog of r
AIR
Bombers
Heavy
Mediu aircraft
Fighters
Transpor
Special a
Helicopte
UAV
Air-to-air
Air-to-gro
Aircraft A
Aircraft to
Unguided
Aircraft a
Bombs
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RPK-7 Wind -
Rishat 2025-04-0
RPK-7 Wind -
Rishat 2025-04-0
PKR Moskit
Rishat 2025-04-0
pr.11711 - IVA
Rishat 2024-09-0

Tu-160 strategic bombers of the Russian Aerospace Forces, named "Ivan Yarygin" (serial number 704) and "Vasily Reshetnikov" (serial number 702), upgraded at the Kazan Aviation Plant named after S.P. Gorbunov (a branch of PJSC Tupolev). Kazan, 23.04.2020 (photo - UAC)

Author: DIMMI Created: 04.01.2021 23:31:12 Comments: 12 READ THE FULL ARTICLE

Tu-160 - BLACKJACK

DATA FOR 2025 (standard update)
Tu-160 (product 70) - BLACKJACK / RAM-P
Tu-160S (product 70-03) - BLACKJACK
Tu-160M (product 70M) - BLACKJACK
Tu-160M2 (product 70M2) - BLACKJACK-M
★★★★

A heavy multi-mode strategic bomber with variable-sweep wings. Designed by the OKB MMZ "Opyt" of A.N. Tupolev, chief designer from 1975 to 2010 Valentin Ivanovich Bliznyuk. The aircraft is generally similar to the project of the multi-mode bomber M-18 of the OKB V.M. Myasishchev. The original version of the Tu-160 had an ogive wing and was designed on the basis of the Tu-144 (1969-1972). Preliminary R&D on the Tu-160 with a variable-geometry wing began in 1972. Design of the final version - product 70, Tu-160M project, aircraft "K" began in 1975 in accordance with the decree of the USSR Council of Ministers of June 26, 1974 and the decree of the USSR Council of Ministers N 1040-348 of December 19, 1975. The preliminary design and creation of a full-size model of the Tu-160 - 1976-1977.

The Tu-160 mockup was approved at the end of 1977. Production of the first three prototypes (flight test aircraft 70-01, static test aircraft 70-02, pre-production aircraft 70-03) began in 1977 at MMZ Opyt (fuselage production by Kazan Aircraft Plant, wing and stabilizer by Novosibirsk Aircraft Plant named after V. Chkalov, cargo compartment doors by Voronezh Aircraft Plant, chassis by Gorky Aircraft Plant). At the same time, preparations for serial production began at Kazan Aircraft Plant No. 22 (initially, it was planned to expand production to the Ulyanovsk Aircraft Plant). In May 1980, prototype 70-01 was built and transported to the Flight Research Institute airfield in Zhukovsky. Final assembly of the aircraft was completed in January 1981 and ground testing of the aircraft began. Aircraft 70-01 was rolled out onto the airfield on August 18, 1981. Systems and equipment checks began on October 22, 1981, and on November 14, 1981, under the control of B.I. Veremey's crew, the aircraft made its first run. The first photo in the West was taken from a civilian aircraft taking off from Bykovo Airport on November 25, 1981 - the aircraft was named RAM-P ("Ramenskoye", unidentified model of equipment No. 16).

pr.11711 - IVA
. Rishat 2024-09-0
pr.11711 - IVA
. Rishat 2024-08-2
pr.11711 - IVA
. Rishat 2024-08-2
Historical pho
. Rishat 2024-08-1
Historical pho
. Rishat 2024-08-0
Historical pho
. Rishat 2024-08-0

Tu-160 - BLACKJACK, refueling boom released, 21.03.2008 (photo by Sergey Brovko, http://picasaweb.google.com/brovko.sergey).

Author: DIMMI Created: 04.09.2009 00:29:27 Comments: 193 READ THE FULL ARTICLE

Tu-4 BULL

ADDITION REQUIRED (data for 1997)
Tu-4 - BULL
★★★

Heavy bomber - the last Soviet serial heavy bomber with piston engines - a copy of the American B-29. The development of the long-range bomber in the A.N. Tupolev Design Bureau according to the DVB-202 project was carried out in 1945-1947. But in the end, on the personal instructions of I.V. Stalin, the design bureau developed an exact copy of the American B-29 bomber. The B-4 prototype made its first flight on June 19, 1947 (pilot - N.S. Rybko). Serial production began in July 1947. State tests were completed in 1948. It has been supplied to long-range aviation units since 1949 (the 185th Long-Range Bomber Aviation Regiment in Poltava and the 890th Long-Range Bomber Aviation Regiment in Kazan). The aircraft was produced at Plant No. 22 in Kazan, No. 18 in Kuibyshev and No. 23 in Fili near Moscow until 1951. A total of about 1,000 Tu-4s were produced.

Tu-4 factory No. 2805103 at the Russian Air Force Museum in Monino, 20.09.2008 (photo - Vitaly Kuzmin, http://vitalykuzmin.net). KS-1

cruise missiles under Tu-4K (http://crimso.msk.ru).

Author: DIMMI Created: 12.08.2009 22:32:56 Comments: 1 READ THE FULL ARTICLE

Tu-22M - BACKFIRE

DATA FOR 2024 (standard update)

Tu-22M0 / AM aircraft / product 45-00 - BACKFIRE-A
Tu-22M1 / product 45-01 - BACKFIRE-A
Tu-22M2 / product 45-02 / Tu-26 - BACKFIRE-B
Tu-22M3 / product 45-03 - BACKFIRE-C
Tu-22M4 / product 45-04 - BACKFIRE-C mod.
Tu-22M5
Tu-22MR / product 45-09 - BACKFIRE-D
Tu-22M3M / product 45-03M - BACKFIRE-E

★★★★

Medium bomber with variable-geometry wings, carrier of cruise missiles. Developed by OKB-156 A.N. Tupolev. Chief designers - initially - D.S. Markov, since 1992 - B.E. Levanovich. As of 2013, the chief designer of the Tu-22M3, Tu-22MR and modifications is Aleksandr Yuryevich Korenev (source). Development of the "AM" / "article 45" aircraft was started by Resolution of the USSR Council of Ministers No. 1098-378 dated 28.11.1967 based on the "145" aircraft project and was declared as a deep modernization of the Tu-22K with the installation of a variable-geometry wing on the aircraft. The decree set the deadline for the aircraft's readiness - by the second quarter of 1969. The mock-up commission accepted the draft design in October-November 1967. At the same time, a decision was made to build an experimental series of ten Tu-22M0 aircraft at the Kazan Aviation Plant named after S.P. Gorbunov (now - KAPO named after S.P. Gorbunov) with two options for the astronaut's tail section - without a cannon mount and with it.

The first prototype Tu-22M / "article 45-00" was released on April 10, 1969 and made its maiden flight on August 30, 1969 (crew commander - V.P. Borisov). By the end of 1972, production of experimental Tu-22M0 was completed. The aircraft were used for testing and project refinement. Five Tu-22M0 aircraft were delivered to the Ryazan Center for Combat Training and Application of the USSR Long-Range Air Defense Forces.

The decision to modernize and create the Tu-22M1 aircraft was made in December 1969, the design was carried out in 1970, and on July 28, 1971, the first Tu-22M1 made its maiden flight and production of a small series of pre-production Tu-22M1 aircraft began (1971, 9 units, never entered service with the Air Force, like the Tu-22M0). The first flight of the serial modification Tu-22M2 - May 7, 1973. Serial production of the Tu-22M2 began in 1972. The Tu-22M2 began to be delivered to Air Force units in 1975. Officially, the Tu-22M2 was accepted into service in August 1976. Production was carried out at the Kazan Aviation Plant No. 22 named after S.P. Gorbunov. For more details, see the Modifications section (below).

There is an alternative version of the construction of the Tu-22M0 (source - http://aviaforum.ru), according to which the first two prototypes of the Tu-22M / "product 45" were built by the experimental production of the A.N. Tupolev Design Bureau - Plant No. 156 (MMZ "Opyt", Moscow). The first Tu-22M / "product 45" was produced on April 10, 1969 and is now in the Kiev Aviation Museum with the red tail number 156. We adhere to the official point of view.

Tu-22M3 BACKFIRE-C, side No. 11 red (http://www.airwar.ru)

Author: DIMMI Created: 30.08.2009 16:44:27 Comments: 225 READ THE FULL ARTICLE

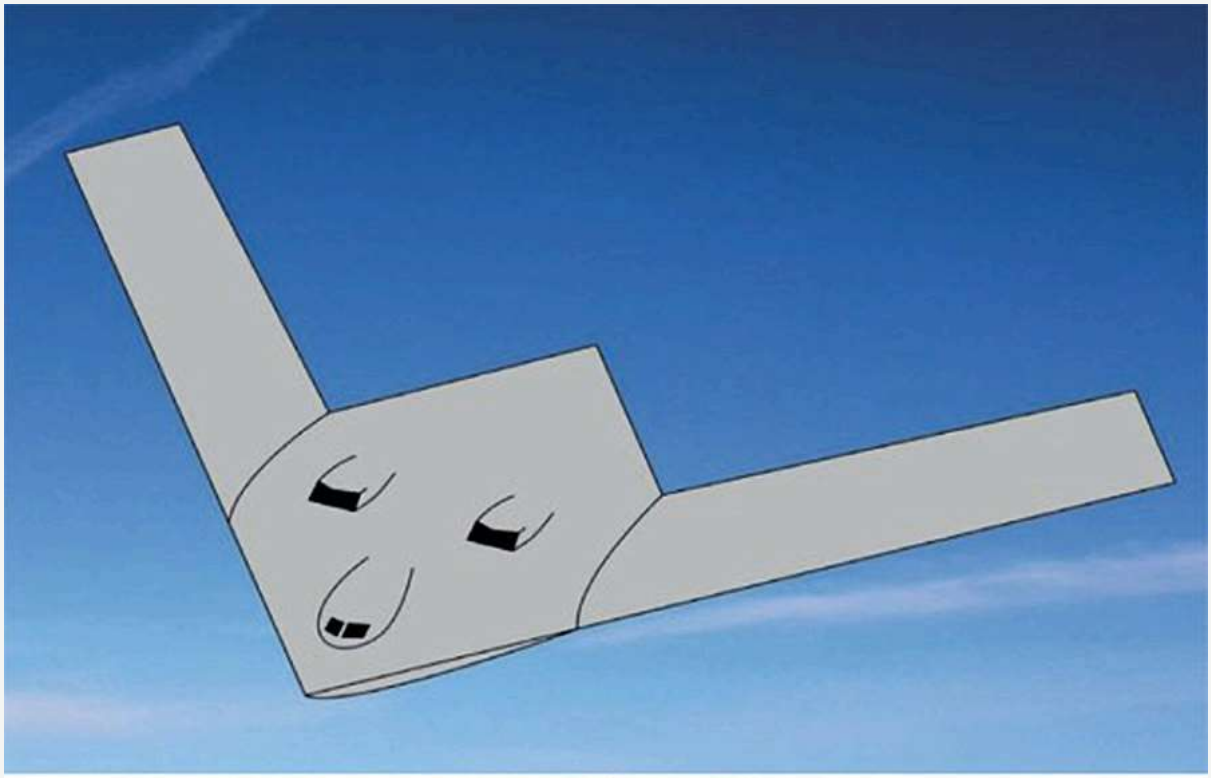
PAK DA / product 80 (project)

DATA FOR 2023 (standard update)

PAK DA / product 80 (project)
★★★

The Prospective Long-Range Aviation Complex is a project for a strategic bomber and missile carrier. The PAK DA program (code name) aims to create a long-range bomber to replace the Tu-160 , Tu-95MS (as of the summer of 2009 and earlier) and Tu-22M3 (according to statements made in December 2009) aircraft in service with the Russian Air Force. Preliminary studies of the PAK DA design in design bureaus and the formation of requirements for the aircraft by the Air Force began in 1999. Preparations for the participation of various design bureaus in the competition to create a fifth-generation bomber began in April 2007. In December 2007, it was announced that the Russian Air Force had formulated the tactical and technical requirements for the PAK DA program (interview of the Commander-in-Chief of the Russian Air Force Alexander Zelin with the Interfax agency, December 2007).

Probably, the competition for the development of the PAK DA was attended by the Tupolev Design Bureau, the Sukhoi Design Bureau, the Ilyushin Design Bureau and the Myasishchev Design Bureau. According to media reports, the Tupolev Design Bureau's PAK DA project is being created based on the Tu-160 design . The Sukhoi Design Bureau is most likely either modifying the " Object 54S " PAK DA to meet the competition requirements or developing a project using the developments on the T-4MS theme (1970s). According to the statement by the General Director of OAO Tupolev I. Shevchuk, the contract for the PAK DA program was won by the Sukhoi Design Bureau at the MAKS-2009 exhibition. A.N. Tupolev and in 2009 the Russian Ministry of Defense signed a contract with OAO Tupolev to conduct R&D on a bomber based on the Tu-160 design (while state financing of R&D began in 2008). On 23.12.2009, the president of the Tupolev company, Alexander Bobryshev, announced that R&D on the PAK DA would be completed in 2012 and the design bureau would begin the actual R&D, which would be completed in 2017. In 2011, VNIIRA developed a preliminary design for the avionics integration complex for the PAK DA. The Russian Air Force DA Command issued the design specifications for the bomber on 20.12.2011. By February 2012, R&D on the PAK DA was completed and the aircraft's preliminary design was being developed. The chief designer and first deputy director of the program of the prospective aviation complex of long-range aviation (PAK DA) as of 2013 is Mikhail Yuryevich Aseyev (source). The factory name of the aircraft - "product 80" - is repeatedly mentioned in the open press. *The data are presumptive and largely reflect the subjective view of the author on the aircraft project.*



Possible image of the future PAK DA according to Piotr Butowski, 2022 (https://twitter.com/piotr_butowski)

Author: DIMMI Created: 09/15/2009 20:47:56 Comments: 197 READ THE FULL ARTICLE

M-4 BISON

UPDATE, ILLUSTRATIONS (data for 1997)
M-4 "Hammer" BISON-A, B, C

Strategic bomber developed in OKB-23 under the supervision of V.M. Myasishchev under the project "25" (M-25). R & D since March 24, 1951. The M-4 prototype made its first flight on January 20, 1953 (pilots - F.F. Opadchiy, A.N. Gratsiansky, navigator - A.I. Pomazunov, radio operator - I.I. Rykhlov, flight engineer - G.A. Nefedov, leading engineers - I.N. Kvitko and A.I. Nikonov). By the Decree of the Government of the USSR dated September 19, 1953, Plant No. 23 was ordered to build an experimental series - 3 units in 1954 and 8 units. in 1955. Testing of the second aircraft began on December 23, 1953. Factory tests ended on April 15, 1954, and on the same day the aircraft was accepted for state tests, but they actually began on May 4, 1954. On May 1, 1954, the experimental M-4 was shown at a parade over Red Square in Moscow. Serial production of the M-4 began in 1954 at the OKB-23 plant in Fili (plant No. 23 near Moscow). In 1955, the aircraft underwent military tests at the air base in Engels. Since 1975, the aircraft has been decommissioned as a bomber.

Author: DIMMI Created: 19.08.2009 23:50:36 Comments: 20 READ THE FULL ARTICLE

Su-24 - FENCER

DATA AS OF 2015 (standard replenishment) Su-24 - FENCER-A, B , C Su-24M - FENCER- D Su-24MR - FENCER- E Su-24MP - FENCER- F Su-24M2 - FENCER-G Frontline bomber with variable geometry wing. Developed by the Sukhoi Design Bureau. The chief designer of the aircraft is E.S. Felsner, the leading designer of the project (1993) is L.A. Logvinov. Development of the T-6-2I prototype began in 1966. The first flight of the T-6-2I prototype was on January 17, 1970 (pilot - V.S. Ilyushin). The decision to launch series production was made in 1971, and in the same year, production of the aircraft began at the Chkalov Aircraft Plant in Novosibirsk. The Su-24 was also produced by the Komsomolsk-on-Amur Aviation Production Association. Completion of testing and first deliveries to the Air Force - 1973. Officially accepted into service on February 4, 1975. In 1983, production of the Su-24 ceased. Serial production of

the Su-24M and its modifications was carried out there in 1979-1993. In total, the industry produced about 1,400 Su-24 of various modifications over all these years. In 1974, the Chairman of the Joint Chiefs of Staff of the US Armed Forces, Admiral Thomas Moorer, announced the appearance of the Su-19 FENCER aircraft in the USSR.

★★★

Frontline bomber Su-24M2, side No. 22, white, 2009 (photo by Alexander Mishin, http://jetphotos.net).

Author: DIMMI Created: 30.08.2009 23:17:07 Comments: 37 READ THE FULL ARTICLE

Su-25 - FROGFOOT

DATA FOR 2015 (standard update)
Su-25 "Rook" - FROGFOOT / RAM-J
Su-25SM
★★★★

Attack aircraft. The development of the preliminary design for the aircraft for close support of troops over the battlefield SPB ("Aircraft of the Battlefield") was initiated by the instructor of the Yu. A. Gagarin Air Force Academy I. V. Savchenko and employees of the P. O. Sukhoi Design Bureau O. S. Samoylovich, D. N. Gorbachev, V. M. Lebedev, Yu. V. Ivashechkin and A. Monakhov in March 1968. In May 1968, the design of the aircraft began in the P. O. Sukhoi Design Bureau under the name T-8. The study of the aerodynamic design of the future attack aircraft began at TsAGI in 1968. The USSR Ministry of Defense, at the instigation of Defense Minister A.A. Grechko, announced a competition in March 1969 for a light attack aircraft design, in which the Sukhoi Design Bureau (T-8), Yakovlev (Yak-25LSh), Mikoyan and Gurevich (MiG-21LSh), and Ilyushin (Il-42) participated. The Air Force requirements were formulated for the competition (see TTX).

Su-25SM, red side no. 11, at the Kubinka airbase, 04.04.2012 (photo - Alexander Martynov, http://russianplanes.net).

Author: DIMMI Created: 11.02.2009 23:35:26 Comments: 77 READ THE FULL ARTICLE

Su-34 - FULLBACK / FLANKER-C2

DATA FOR 2015 (standard update)
Su-34 - FULLBACK / FLANKER-C2
★★★★

Multirole attack aircraft / frontline bomber. Created on the basis of the Su-27 Design Bureau named after P.O. Sukhoi, General Designer M.P. Simonov, Chief Designer - R.G. Martirosov. Development of the attack modification T-10V was started by the Resolution of the Council of Ministers of the USSR dated June 19, 1986. The development originates from the T-10Sh project (1980), and, up until 1986, the design was based on the T-10UB. Since 1986, the T-10V index was adopted for the project of an attack aircraft with a completely original layout. The preliminary design of the aircraft was protected in May 1988 - the project proposed two cockpit layout options - a traditional tandem and with the pilots located side by side. The second layout option was chosen for implementation. Technical design of the aircraft was carried out in 1987-1988.

The first prototype T-10V-1 was assembled by the experimental production of the Sukhoi Design Bureau (MMZ im.P.O.Sukhoi, Moscow) in 1989-1990 by combining a new armored cockpit, manufactured by the experimental production of the Sukhoi Design Bureau (according to other sources - NAPO im.Novosibirsk), with a modernized airframe of the serial Su-27UB. The first flight of the prototype Su-27IB (T-10V-1, side No. 42 "blue") took place on April 13, 1990 (pilot - A.A. Ivanov) at the airfield of the Flight Research Institute in Zhukovsky. In 1990-1991 the experimental prototype underwent flight design tests, later the aircraft was modified in terms of equipment and design. The T-10V-1 prototype was first publicly shown at an exhibition of military equipment for the top officials of the CIS countries in Machulishchi (Belarus) on February 13, 1992.

Su-34, board No. 10, red, 2013 (photo - Vadim, http://russianplanes.net/id110542).

Author: DIMMI Created: 16.01.2009 22:44:22 Comments: 216 READ THE FULL ARTICLE

Aircraft 485 (project)

DATA FOR 2015 (standard update)
Aircraft 485 (project)
★★★

Long-range and ultra-long-range bomber. The aircraft design was developed using the experience of developing the Tu-4 aircraft at OKB-156 (now OAO Tupolev). The index "485" means that this was the fifth aircraft design, the development of which began in 1948. The development plan for the USSR Air Force for 1947 formulated requirements for a long-range bomber - a replacement for the Tu-4 bomber. It envisaged the creation of two types of bombers - with piston engines and with turbojet engines. Both aircraft versions were to be made with sealed cabins, powerful defensive weapons and modern navigation and communication equipment. As a result, in 1947-1948. In the OKB-156 project team (headed by B.M. Kondorsky), several preliminary designs for long-range bombers were developed - aircraft 471, 473, 473, 485, 487 (future Tu-85) and 489.

The design for aircraft 485 was developed in the summer of 1948 in two versions - with 4 engines (long-range version) and with 6 engines (ultra-long-range). Work on the project was stopped in 1949. By default, the data for the six-engine version of aircraft 485 is given.

Model of aircraft 485. Model shop of JSC Tupolev, August 2013 (http://onepamop.livejournal.com).

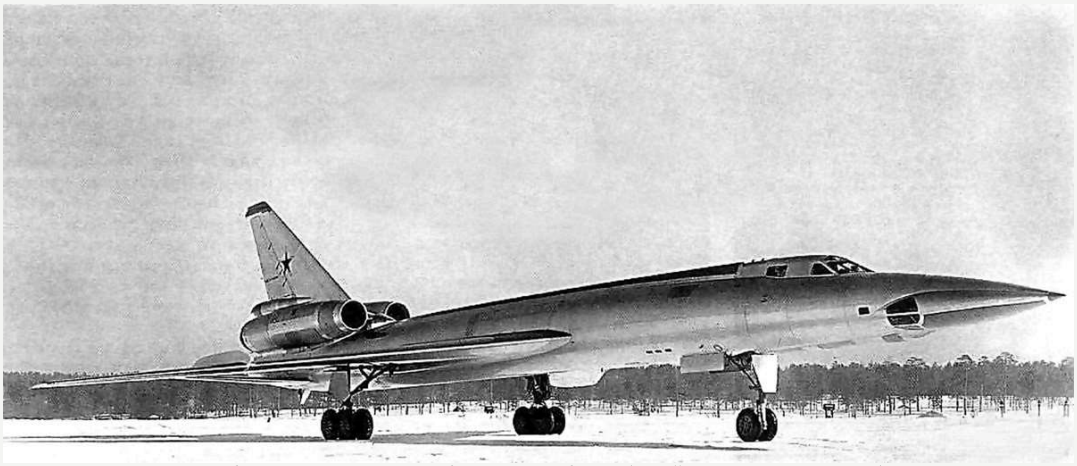
Author: DIMMI Created: 12.11.2013 14:39:02 Comments: 8 READ THE FULL ARTICLE

Tu-22 Registry - BLINDER / BEAUTY

DATA FOR 2015 (in progress)
Tu-22 Registry - BLINDER / BEAUTY
Main article on Tu-22

★★

Special thanks to the user "Arkan" of the site http://aviaforum.ru/ for his contribution to collecting information on Tu-22 aircraft - these materials formed the basis of this article.



Aircraft 105 serial No. 01-00 - the first prototype of Tu-22 (http://aviadejavu.ru , processed).

Author: DIMMI Created: 10.01.2015 00:50:07 Comments: 1 READ THE FULL ARTICLE

Tu-22 BLINDER / BEAUTY

DATA FOR 2015 (in progress)
Tu-22 - BLINDER-A,B,C,D,E,F,G (formerly - BEAUTY)
Tu-22 Registry
★★★

Medium bomber. Work on the aircraft (R & D) began after the Resolution of the USSR Council of Ministers dated August 10, 1954. Chief Designer - D. Markov. Preliminary work was carried out on projects 98 (Tu-98), 105 (Tu-22 prototype, draft design completed in autumn 1954) and 108 (intercontinental supersonic carrier with a delta wing, R & D - 1956). On prototype 105 (Tu-105) the chassis retracted into the fuselage. In late 1954, tests of the Tu-105 models began at TsAGI. Full-scale design work began in 1955. Built in December 1957. The first flight of the Tu-105 prototype (product 105, aircraft "Yu") - June 21, 1958 (pilot Yu. Alasheev, navigator-operator I.E. Gavrilenko, gunner-radio operator K.A. Shcherbakov). April 1958 - start of work on project 105A in two versions (with VD-7M and NK-6 engines). Start of serial production at the Kazan Aviation Plant - August 1959. First flight of 105A (Tu-22) - September 7, 1959 (pilot - Yu. Alasheev, navigator - I. Gavrilenko, operator - K. Shcherbakov). After the crash on December 21, 1959, the serial plant abandoned the elevators in favor of an all-moving stabilizer. The first flight of the serial Tu-22B No. 201 - September 2, 1960 (pilot V.R. Kovalev, navigator-operator V.S. Pasportnikov, gunner-radio operator K.A. Shcherbakov). Adopted into service - 1960-62 (Tu-22B - the first serial modification, a total of 10 units were built - was not in service). It entered service with the Air Force in 1962. In December 1969, production of the Tu-22 ceased, a total of more than 311 Tu-22 units were serially produced.

Tu-22KD, tail number 52 red (photo - Kazennova E.Yu., http://www.forumavia.ru).

Author: DIMMI Created: 30.08.2009 13:33:12 Comments: 44 READ THE FULL ARTICLE

M-60B (project)

DATA FOR 2015 (standard update)
M-60B (project)
★★★

Strategic bomber project. The development of the concept of a multi-purpose high-altitude subsonic aircraft (MVDS) was initiated by the V.M. Myasishchev EMZ Design Bureau in 1979. Chief Designer - M.A. Guryanov (from 1994 to 1997, before that the head of the research topic), deputy - B.M. Morkovkin. On February 26, 1986, the Minister of Aviation Industry I.S. Silaev issued an order to conduct R & D on the MVDS. In May 1985, the EMZ began the topic of "Theoretical, design and experimental research on the creation of a wide-body aircraft" (code "60"). In early 1986, a technical proposal for the creation of a dual-purpose MVDS was prepared and submitted to the USSR MAP. On May 11, 1986, the USSR MAP issued order No. 1114 on conducting R & D on topic

"60". In late 1989, an agreement was concluded between EMZ and the USSR Ministry of Aviation Industry for the development of a preliminary design for a dual-purpose MVDS. On May 15, 1991, the preliminary design materials for the civil version of the aircraft were reviewed by the USSR Ministry of Aviation Industry, which decided to prepare the technical specifications for the development of the aircraft. In July 1991, the preliminary design materials were presented to the military Customer's commission, which approved the materials and recommended developing a preliminary design for the aircraft. In October 1991, an agreement was signed for the development of the preliminary design for the M-60.

As of November 1998, EMZ im. V. M. Myasishchev is taking part in the Russian Air Force competition for the development of a strategic aviation aircraft with the M-60B aircraft design (source). It was planned that the winner would be announced in 1999, but in the end, only the requirements for the Prospective Long-Range Aviation Complex (PAK DA) were formulated. In addition to the M-60B, projects from the Tupolev and Sukhoi Design Bureaus also participated in the competition.

The development of the bomber project was discontinued in 2001.

Model of the M-60B aircraft in the Gromov Flight Research Institute museum, February 2012 (photo - Evgeny Erokhin, http://missiles2go.ru/).

Author: DIMMI Created: 15.02.2015 15:02:40 Comments: 14 READ THE FULL ARTICLE

Hornet (project)

DATA FOR 2014 (requires updating)
"Shershen" / R&D "Shershen-EP" (project)
★

Project of a promising attack aircraft. The development of the attack aircraft has been carried out by Sukhoi Holding Company since at least 2013 - in October 2013, Sukhoi Holding Company received a loan in the amount of 210 million rubles to fulfill a state contract for the development of a preliminary technical project of the R&D project "Prospective attack aircraft based on the Su-25 aircraft (code "Shershen-EP")" (source).

On March 19, 2014, the press service of the Ministry of Defense reported that the project of the promising attack aircraft "Shershen" will be included in the number of pilot projects with management of the full life cycle of the weapon system (source).

There is no other information yet.

Author: DIMMI Created: 23.03.2014 00:32:52 Comments: 1 READ THE FULL ARTICLE

MiG-25R / RB / BM FOXBAT-B, -D, -F

DATA FOR 2012 (standard update)
MiG-25R - FOXBAT-B
MiG-25RB - FOXBAT-C
MiG-25BM - FOXBAT-F
★★★★

High-altitude operational reconnaissance aircraft / attack aircraft / anti-radar attack aircraft. Conceptual search work was carried out by OKB-155 (MiG) and TsAGI in 1958-1960 under the supervision of Ya. I. Seletsky. The decision to create the aircraft was made in 1960. At the pre-draft design stage, three aircraft variants were considered - an interceptor (E-155P), a reconnaissance aircraft (E-155R) and a carrier of attack missiles (E-155N). In May 1960, requirements for the equipment of the reconnaissance aircraft were developed. The development of the prototype of the MiG-25 in its classic form (a twin-fin aircraft with a trapezoidal wing) in the reconnaissance and interceptor variants E-155 was started by OKB-155 Mikoyan and Gurevich (later - MMZ "Zenit") by the Order of the State Committee on Aviation Industry of March 10, 1961, which was issued on the basis of the Resolution of the Council of Ministers of the USSR of February 5, 1961 (February 17, 1961 according to other sources). Chief designer - M.I. Gurevich, later - N.Z. Matyuk, since 1976 the work on the aircraft was supervised by Deputy Chief Designer L.G. Shengelaya. The technical specifications set the task of creating an aircraft with a cruising speed of 2.5-3.0M.

Beginning in March 1961, work was carried out on three versions of the E-155R reconnaissance aircraft with a unified airframe:
- aerial reconnaissance and general radio reconnaissance aircraft (AFR version, provisional name)
- long-range radio reconnaissance aircraft (RLR version, provisional name)
- radar reconnaissance aircraft (RLR version, provisional name)

MiG-25RB, red #48, Baltimore Air Base #7000, Voronezh, August 2011 (photo by Ivan Vukadinov, http://russianplanes.net/).

Author: DIMMI Created: 02.08.2010 00:55:32 Comments: 70 READ THE FULL ARTICLE

Tu-16 - BADGER

DATA FOR 2013 (based on data for 1997, in progress)

Tu-16 / aircraft "88" - BADGER-A	**Tu-16KSR - BADGER-G**
Tu-16KS - BADGER-B	**Tu-16P "Bouquet" - BADGER-H**
Tu-16K-10 - BADGER-C	**Tu-16P "Yolka" - BADGER- J**
Tu-16PM / Tu-16РЦ - BADGER-D	**Tu-16E "Azalea" - BADGER-K**
Tu-16P - BADGER-E	**Tu-16P - BADGER-L**
Tu-16P - BADGER-F	

★★

Long-range bomber / medium bomber-missile carrier (according to later classification). The aircraft is similar in purpose and capabilities to the B-47 bomber (USA). Development of the aircraft was started by OKB-156 of Andrei Nikolaevich Tupolev in 1949 under the project "aircraft 494" - the fourth aircraft developed in 1949. Lead designer of the Tu-16 theme - D.S. Markov. The project is based on the developments in the projects of twin-engine long-range bombers "86" and "87", work on which was carried out in 1948-1950 (*see Modifications*). Based on the project of aircraft 494 in the same 1949, development of the project of aircraft 495 / 494-88 began in two versions - with two and four AL-5, TR-3A and TRDD TR-5 engines. The variant with swept wings, two TR-3A engines pressed against the fuselage, with a tricycle landing gear with the main landing gear retracted into special nacelles was selected for further development.

Resolution of the USSR Council of Ministers No. 2474-974 of June 10, 1950 specified the design and construction of the long-range bomber "88" ("aircraft N") with two TR-3F engines with a thrust of 5,000 kg each, with a subsequent transition to the AMRD-03 turbojet engine with a thrust of 8,000 kg each. The resolution provided for the construction of two prototypes of the "88" aircraft for testing. The performance requirements for the new aircraft were issued to the Air Force on 15 June 1950. The Air Force's revised requirements for a high-speed bomber, taking into account engines with a thrust of 8,000 kg, were issued on 11 September 1950. In February 1951, the choice fell on the AM-03 engines, which were under development. In August 1951, testing of the AM-03 engines (series name - AM-3) began. The preliminary design of aircraft "88" was presented to the USSR Air Force in April 1951 and approved along with the aircraft mock-up in July 1951. Preparation for production and construction of the prototype began at Plant No. 156 also in April 1951. On 26 March 1952, the mock-up commission approved the arrangement of equipment and armament of aircraft "88". The first prototype "88/1" was built by the end of 1951.

Tests . The first flight of the prototype "88/1" (product N, project 494, "Tu-88") was on April 27, 1952 (crew N.S. Rybko). Due to the lack of speed restrictions at altitudes below 6000 m, the aircraft was overweight. Modifications to the design were made on aircraft "88/12", and aircraft "88/1" began testing. Tests were conducted from November 14, 1952 to March 30, 1953. On March 30, 1953, the aircraft was damaged during an emergency landing. After restoration, the aircraft was used to fine-tune the onboard equipment and the engine installation.

Reconnaissance modification of the Tu-16 (http://militaryphotos.net).

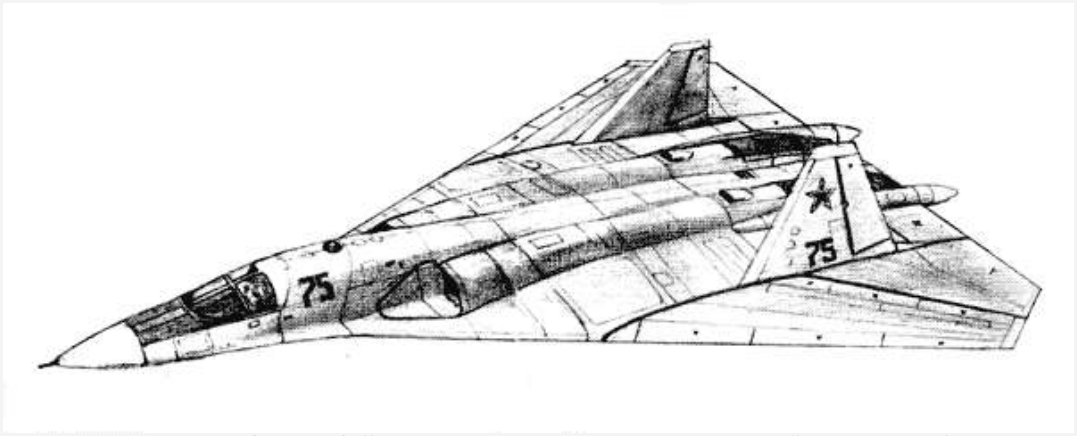
The second experimental prototype of the Tu-16 - aircraft "88/2" (Sergeev P.N. Tu-16 Missile and bomb strike complex of the Soviet Air Force. // War in the air. No. 26. Kirov, 2000).

Author: DIMMI Created: 16.08.2009 15:14:11 Comments: 35 READ THE FULL ARTICLE

Object 54/54C - NOVO-C

DATA FOR 2009 (standard update)
Object 54/54C - NOVO-C
★★★

Supersonic bomber project by the Kulon Design Bureau (P.O. Sukhoi Design Bureau). The project was developed within the framework of the T-60S bomber program . Redesign to "object 54" began after 1983 (change in the design bureau management - M.P. Simonov was appointed general designer). The design of "object 54" was carried out until 1991. Probably in 1994, for AL-41F engines with flat nozzles, "object 54" was redesigned as "object 54S". In 1997 (message dated 29.01.1997), work on the T-60S program ("object 54S") was stopped in favor of modernization of the Tu-22M3 fleet. The model of the aircraft was probably built at the Novosibirsk Aircraft Plant named after V. Chkalov (estimated in 1994-1995). The model (or some parts of the structure) was discovered by US intelligence and was given the name for unidentified objects discovered from space "NOVO-C" (Novosibirsk Aircraft Plant, the third unidentified object upon discovery). There is no exact visual identification of the aircraft. There is no exact match between the domestic and Western names. It is unknown whether the aircraft was actually built or not. By default - the presumed performance characteristics of "object 54C". According to other data, the creation of the aircraft was stopped in 1992 by the Decree of the President of Russia and was presented as a peace initiative.



Alleged image of "object 54C" (Stealth vehicles. Reality and perspective. Website http://paralay.com , 2009)

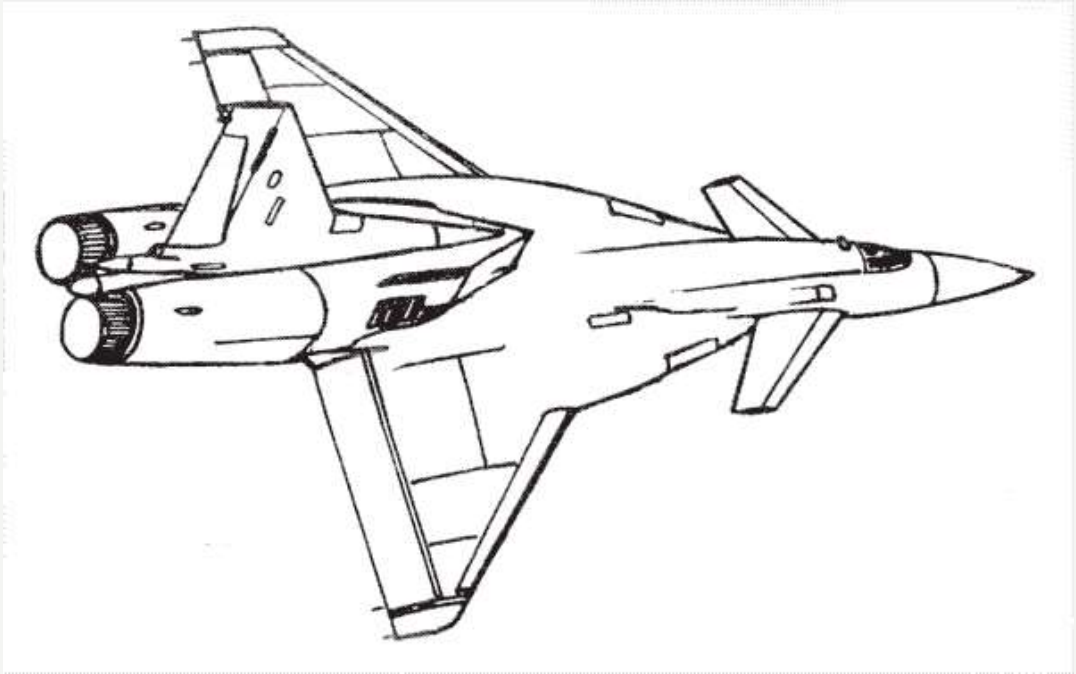
Author: DIMMI Created: 09/15/2009 02:14:50 Comments: 4 READ THE FULL ARTICLE

T-60S (project)

DATA FOR 2009 (standard update)
T-60 / T-60S
★★★

A medium-range supersonic bomber project by the Kulon Design Bureau (P.O. Sukhoi Design Bureau). The aircraft was developed as a possible replacement for the Tu-22M3 bomber . Development began on the basis of a preliminary design for the promising T-60 bomber proposed by TsAGI in 1981. During the development of the preliminary design for the aircraft at TsAGI (under a different name and in the late 1970s) and the T-60S project at the P.O. Sukhoi Design Bureau, developments in the T-4MS bomber project of the same design bureau were used. Chief Designer - N. Chernyakov, Lead Designer of the Project Department - V.F. Marov. Probably in 1982-1983 after blowing through models of the T-60 preliminary design by TsAGI in T-106 wind tunnels. T-112 and T-113 and the rejection of "twin-pipe" turbofan engines, the project was reconfigured according to the type that we consider to be the T-60S. The aircraft was planned to be accepted into service by 2003. Apparently, after the change of management of the design bureau in 1983-1985, another change in the project occurred to " object 54 ". There is no exact visual identification of the aircraft. By default - the presumable performance characteristics of the TsAGI T-60 preliminary design.

A supposed image of the T-60 according to Petr Butovsky, a Russian correspondent for AIR International. We believe that this is a T-60 - a preliminary design by TsAGI (http://www.testpilot.ru)



Alleged image of T-60S from Western aviation press (corrected, taken from Ganin S.M., Karpenko A.V., Kolnogorov V.V., Domestic bombers (1945-2000). Part 2. Moscow - St. Petersburg, TM - Bastion, 2001)

Author: DIMMI Created: 04.09.2009 00:46:34 Comments: 16 READ THE FULL ARTICLE

Tu-95 - BEAR

ARTICLE IS NOT COMPLETE (data for 1997, additions 2010)
Tu-95 BEAR-A, B, C, D, E, F, G, H, J

Long-range bomber, carrier of cruise missiles. Chief designer of the Tu-95 project is N. Bazenkov (since 1976 - N. Kirsanov). R & D began in 1949. The USSR Council of Ministers decree on the creation of the Tu-95 was adopted on July 11, 1951. Release of working drawings of the first prototype Tu-95/1 and the beginning of creation - September 1951. The first flight of the Tu-95/1 prototype - November 11, 1952 (pilots A. Perelet and A. Chernov), a catastrophe occurred on the seventeenth flight (May 11, 1953). In July 1954, the second prototype Tu-95/2 with TV-12 (NK-12) engines was built. The first flight of the Tu-95/2 - February 16, 1955 (pilots M. Nyukhtikov and I. Sukhomlin). Factory tests were completed in January 1956. The first two production aircraft took off in October 1955 (Aircraft Plant No. 18 in Kuibyshev). Since 1957, Tu-95M has been in production (production of both modifications ended in 1959) with NK-12 and NK-12M engines, respectively (Tu-95 and Tu-95M). Adopted into service in August 1957.

Tu-95MS Bear-H (publication - 2012, photo - V.Savitsky, http://www.mil.ru).

Tu-95MS BEAR-H and B-52H (http://militaryphotos.net)

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